



Carmel Clay Comprehensive Plan



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CRITICAL CORRIDORS AND SUBAREAS INTRODUCTION

Part 5: Critical Corridors and Subareas has been established to provide a summary of several planning studies and small area plans. The following sections represent the essence of those studies and plans, and add greater refinement to transportation and growth management goals and objectives.

The purpose of this Part is to emphasize that there are certain areas and corridors in the City that require a greater degree of planning. They also require a greater level of review when development proposals are being considered.

The following critical corridors and subareas are included in this Part:

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|----|---|-------|
| 1. | <i>Keystone Parkway Corridor</i> | pg 84 |
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The above listed critical corridors and subareas do not correlate with “overlays” in the City’s zoning ordinance. The C3 Plan only includes comprehensive plan amendments.

Critical Corridor and Subarea Descriptions

Each of the critical corridors and subareas listed above has two to six pages dedicated to describing how it should be used to manage growth and development in these sensitive areas. Further, the following headings are used, as described below, to convey the essence of each critical corridor and subarea. These descriptions are intended to be conceptual.

Description: This section gives the reader a brief description of the existing conditions, history, and reasons why the corridor or subarea is considered critically important.

Critical Area Boundaries: This section conveys where each critical corridor or subarea is located within Carmel’s planning jurisdiction.

Strategy: This section describes the implementation steps, projects, policies, or programs necessary to achieve the desired result in the critical corridor or subarea.

Design Guidelines: This section establishes the physical goals for the critical corridor or subarea. It should be referenced and used to influence decisions made by the Plan Commission, Board of Zoning Appeals and Common Council when considering a development proposal.

Plan Map: Each critical corridor or subarea has a full-page illustration of the area within its boundaries. The map is included to support the “Strategy” and “Design Guidelines” sections and to illustrate additional information not included in the written text. In many of the maps, the Bicycle and Pedestrian Plan Map information and Thoroughfare Plan Map information is integrated.

In some critical corridor and subarea sections, a “Detailed” Plan Map is included. The inclusion of such a map is indication that those critical corridors or subareas have had more extensive study and planning.

FUTURE STUDIES AND PLANS

The critical corridors and subareas plans included in Part 5 are the result of detailed studies or planning efforts previously completed by the City of Carmel. Therefore, the content in Part 5 is limited to just those previous studies. The City recognizes that there are several other “critical” areas in its planning jurisdiction that remain to be studied or planned for in detail. It is anticipated that the City will work toward accomplishing those planning processes as time and budget permit, and based on impending need.

Potential New Critical Corridor and Subareas

The critical corridors and subareas that may be studied and planned for include, but are not limited to the following (in no particular order):

1. *West 116th Street*
2. *East 116th Street*
3. *146th Street*
4. *Michigan Road/U.S. 421*
5. *East 96th Street*
6. *Downtown Core*
7. *White River Greenway*
8. *Transit Integration and Hub*
9. *96th Street and Westfield Boulevard District*
10. *126th Street and Gray Road District*
11. *Quarry Land Reclamation and Development*
12. *Pennsylvania Parkway Extension*
13. *Hazel Dell Parkway and 131st Street District*
14. *Monon Greenway Corridor*
15. *Central Park District*

Implementation and Incorporation of New Critical Corridor or Subarea Plans

It is the desire of the City to formalize a general process and scope of services to be used for each new critical corridor or subarea planning project. The intent is to assure public participation and adherence to a document format that will allow the results to be integrated into the C3 Plan on two to eight pages. This will help maintain a uniform, compact and user-friendly comprehensive plan over the years to come.

KEYSTONE PARKWAY CORRIDOR

Description

Keystone Parkway has been identified as a critical corridor because it:

- Serves as major north/south arterial;
- Establishes a division between the urbanizing central part of Carmel and primarily residential neighborhoods in East Carmel; and
- Is buffered by long stretches of mature trees providing aesthetic benefit.

The volume of traffic on Keystone Parkway has increased; additionally, many intersecting streets have experienced increasing volumes of traffic. The addition of traffic has increased the time it takes to traverse the township. During certain parts of the day, the corridor has backed-up traffic and is noted by residents as being a transportation concern.

Critical Area Boundaries

The Keystone Parkway Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Gain Control of the Right-of-Way: Through an agreement with the State of Indiana the City of Carmel successfully gained full control over Keystone Parkway, reverting it to a City controlled street instead of a State Road.

Install Grade-Separated Roundabouts: Now that the City has control of the right-of-way, it will achieve grade separation at key intersections. The most logical design for grade separation is a roundabout configuration to control the turning movements of vehicles entering or exiting Keystone Parkway. This design will require much less right-of-way acquisition, thereby minimizing disturbance to adjacent properties. The result will be significant reductions in traffic congestion, travel times, and vehicular accidents. The flow of traffic traveling north or south along Keystone will be uninhibited by stop lights.

Assure East/West Connectivity: As a major arterial, Keystone Parkway acts as a barrier for bicycle and pedestrian traffic. The City will install grade-separated bicycle and pedestrian crossings to support east/west connectivity and improve convenience and safety.

Preserve and Install Tree Canopy: Carmel will maintain the overlay language in its zoning regulations to protect the existing tree canopy. It will also require installation of new canopy trees when appropriate to maintain the “green corridor” aesthetic.

Install Side Paths: There is an ever-increasing demand for bicycle and pedestrian facilities in Carmel. The Keystone Parkway Corridor will provide a tremendous opportunity for side paths to be added within the existing right-of-way. With the Monon Greenway functioning at capacity at times, the

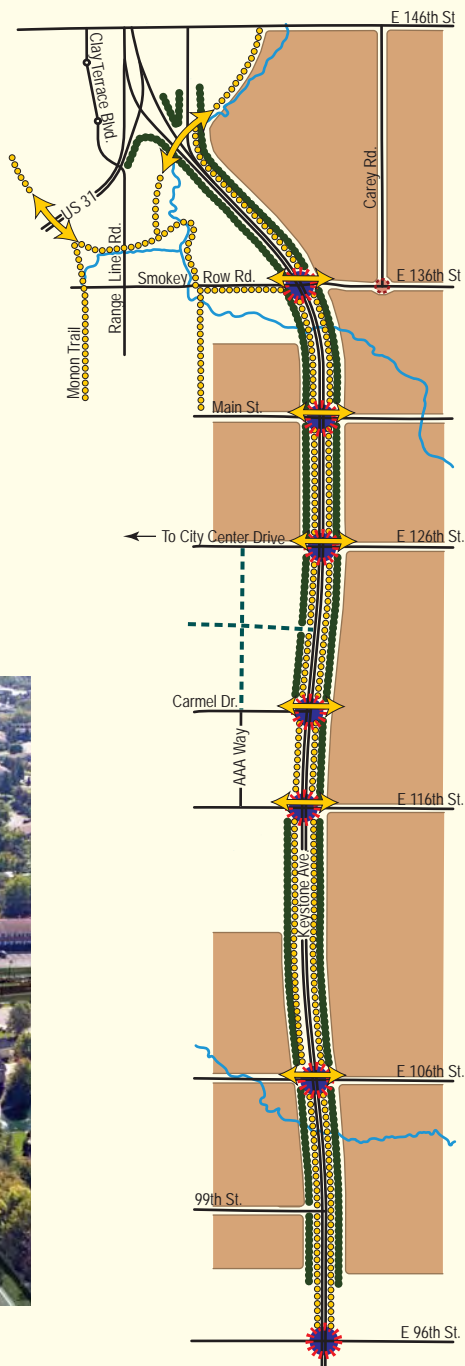
Keystone Parkway Corridor would provide another north-south route for bicycles and pedestrians. With a connection between the Monon Greenway at the north (see Keystone Parkway Corridor Plan) and south, a highly desirable circuit would be created.

Require Connection between Carmel Drive and Mohawk Drive: As areas between Carmel Drive and Mohawk Drive develop and redevelop, the City will require a strong street connection to relieve use of Keystone Parkway. This requirement reflects the existing and highly used connection (AAA Way) from 116th Street to Carmel Drive.

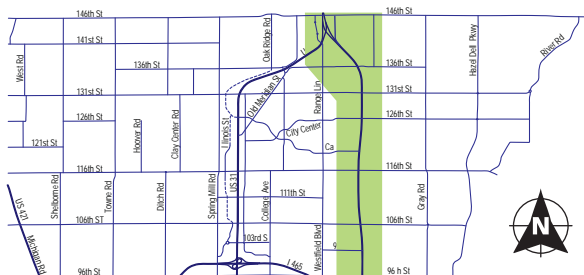
Design Guidelines

- Protect and enhance the green corridor aesthetic.
- Assure safe means for bicycles and pedestrians to cross Keystone Parkway.
- Protect existing residential neighborhoods along of Keystone Parkway from conflicting land use encroachment.
- Use Keystone Parkway to soften the effects of commercial development for residential neighborhoods.
- Add aesthetic character to grade-separated roundabouts so they maintain a pleasant and context-sensitive corridor.
- Minimize and discourage unplanned expansion of commercial uses in the corridor. Commercial character should be buffered from nearby and adjacent neighborhoods with appropriate landscaping, building placement, etc.
- Plan for mass transit by encouraging mixed-use hubs with appropriate residential densities.

Keystone Parkway Corridor Plan



ORIENTATION MAP



MAP LEGEND

- Roundabout Interchange
- New Roundabout
- Separated Multi-Use Path
- Grade Separated Pedestrian Crossing
- Preserve/Install Tree Canopy
- Preservation of Residential
- Existing Street
- Proposed Street
- Stream

U.S. 31 CORRIDOR

Description

The U.S. 31 Corridor has been identified as a critical corridor because it:

- Serves as major regional north/south arterial;
- Provides an abrupt transition between the urbanizing central part of Carmel and sensitive low density residential neighborhoods and estates;
- Creates an undesirable barrier for east/west vehicular, bicycle and pedestrian transit; and
- Is a major employment corridor and economic engine.

U.S. 31 is slated to be upgraded to freeway status, requiring interchanges as the only access points. This is a positive improvement to reduce traffic congestion, yet will result in numerous challenges as well. For instance, Carmel will likely lose some access points along the corridor.

It will be important for Carmel to maintain sufficient access to U.S. 31 and to ensure the City's character is not compromised. Further, it will be important to provide numerous means for east/west access for vehicles, bicycles and pedestrians.

Critical Area Boundaries

The U.S. 31 Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Utilize Roundabout Interchanges: The City of Carmel will work with the State of Indiana to ensure the use of roundabout-style interchanges. These interchange designs are expected to save cost, reduce acquisition of land, disturb less of the built environment, and best match the character goals of the City. Another expected advantage is efficiency of vehicular traffic, reducing emissions and fuel consumption.

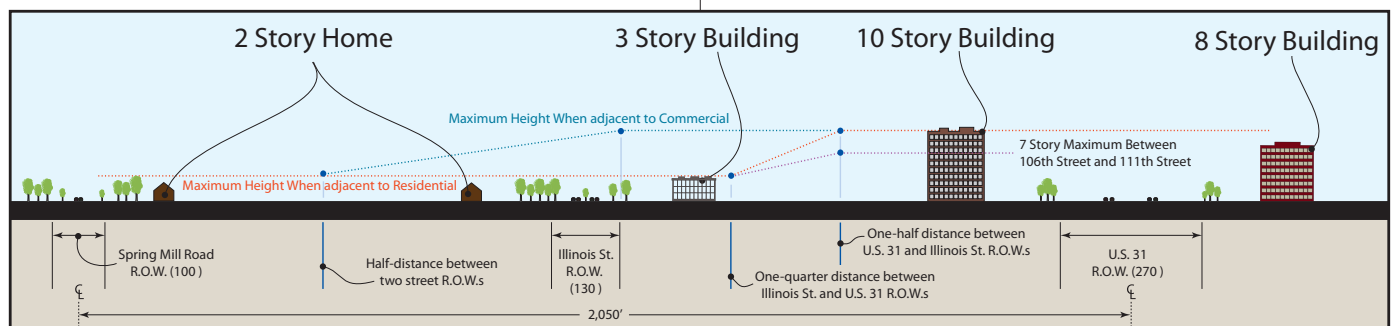
Extend Illinois Street from 106th to 111th Street: As U.S. 31 is upgraded, Illinois Street will be necessary to provide north/south access to the employment corridor on the west side of U.S. 31. Illinois Street also establishes the transition from intense office corridor to low density residential areas to the west.

Maintain Strong East/West Connectivity: As a major arterial, U.S. 31 acts as a barrier for bicycle and pedestrian traffic. When the highway is upgraded to freeway status, it may also reduce east/west connectivity for vehicles. The City will work with the State of Indiana to establish six interchanges and three overpasses for adequate vehicular, bicycle and pedestrian access. Two additional bicycle and pedestrian grade-separated crossings are necessary.

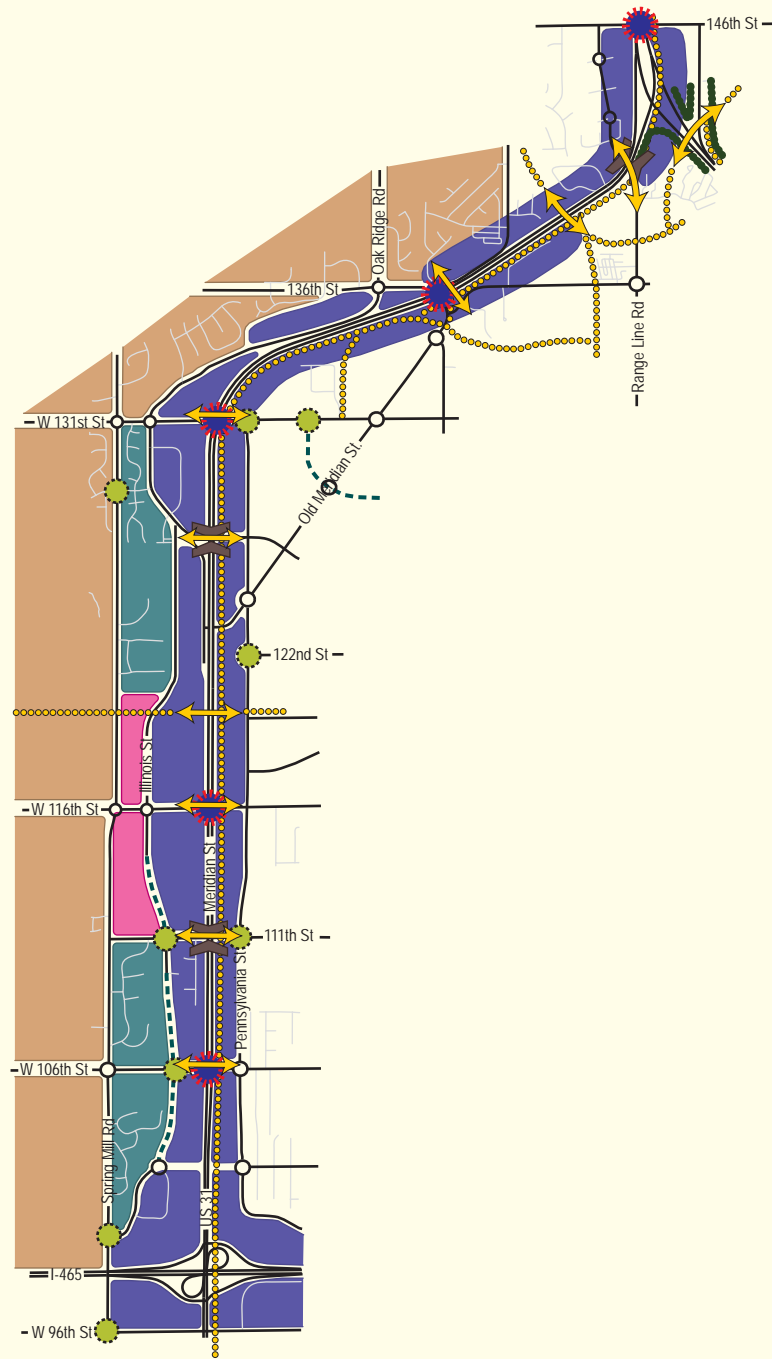
Require 6- to 10-Story Buildings: Require all buildings in the employment corridor to be 6 to 10 stories in height, and 3 to 7 stories when between 106th Street and 111th Street west of U.S. 31 (see illustration below). However, building heights should be reduced as they encroach on Illinois Street and Pennsylvania Street; and building heights should not exceed 3 stories when adjacent to existing residential neighborhoods (see illustration below). This office and medical corridor provides essential employment opportunity and portrays a positive community character. Parking areas should be de-emphasized and, when appropriate structured to make room for additional buildings. Limited opportunity for business-serving and employee-serving commercial should be allowed (e.g. restaurants and print shops) in existing buildings or small nodes along the corridor.

Design Guidelines

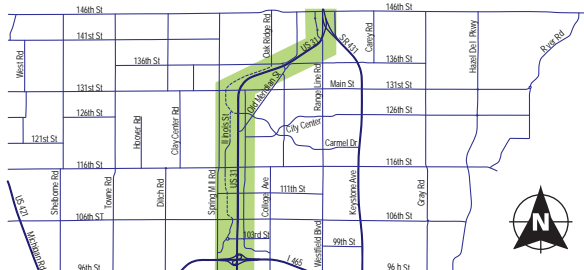
- Protect and enhance the green corridor aesthetic created by large lawns and consistent landscaping.
- Ensure safe means for bicyclists and pedestrians to cross U.S. 31.
- Transition the scale and mass of structures between U.S. 31 and Illinois Street to minimize impact to residential development to the west.
- Require high quality, urban office architecture and campus design between Illinois Street and Pennsylvania Street.
- Prohibit "branded" architecture.
- Allow clearly visible signs for major tenants.
- Encourage "green" architecture for all new buildings.
- Sensitively integrate amenity nodes along Illinois Street and Pennsylvania Street for convenience and enjoyment of corridor employees and nearby residents.
- Prepare for a context sensitive mass transit line.
- Respect transitions to adjacent neighborhoods and require appropriate buffering.
- Integrate bicycle and pedestrian facilities along U.S. 31 corridor.



U.S. 31 Corridor Plan



ORIENTATION MAP



MAP LEGEND

- | | |
|-------------------------------------|-----------------------------------|
| Roundabout Interchange | Preservation of Residential |
| Overpass | Transition-Sensitive Residential |
| New Roundabout | 6 to 10 Story Employment Corridor |
| Separated Multi-Use Path | Special Study Area |
| Grade Separated Pedestrian Crossing | Existing Street/Roundabout |
| Preserve/Install Tree Canopy | Proposed Street |

96TH STREET CORRIDOR

Description

The 96th Street Corridor has been identified as a critical corridor because it:

- Serves as a major east/west arterial;
- Establishes a division between stable residential neighborhoods and commercial areas; and
- Traverses in and out of sensitive neighborhoods.

Through the early 1960's, 96th Street was an uninterrupted cross-county connector between the Boone County line and the White River. In the mid-sixties, Interstate 465 was constructed resulting in the current disrupted configuration near Westfield Boulevard. As northern Marion County and southern Hamilton County urbanized, 96th Street's importance as a major east/west corridor was rekindled.

Today, 96th Street continues to evolve into a major arterial, especially east of Keystone Parkway. In the study area of the 96th Street Corridor Plan, there are three segments that reflect commercial character and correspondingly carry higher volumes of traffic:

- Between Michigan Road and Shelbourne Road;
- Between Spring Mill Road and College Avenue; and
- Between Westfield Boulevard and Keystone Parkway.

There are also two segments that maintain residential character and carry lower volumes of traffic:

- Between Shelbourne Road and Spring Mill Road; and
- Between College Avenue and Westfield Boulevard.

Critical Area Boundaries

The 96th Street Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Encourage Redevelopment Along Michigan Road: The City of Carmel should encourage the redevelopment of property on the northeast corner of Michigan Road and 96th Street. A high quality development at this location would enhance this gateway into Carmel. It is hoped that a quality development in this strategic location will act as a catalyst for similar quality to the south, north and east where several "tired" and under-utilized buildings are located.

Buffer Residential Areas from Commercial: As commercial areas near Michigan Road evolve or are redeveloped, special attention should be given to transitions or softening potential negative effects to adjacent residential areas.

Enhance East/West Connectivity: Where 96th Street (the Real Street leg) connects with Westfield Boulevard south of I-465, the City of Carmel should look for ways to improve connectivity to the new roundabout north of I-465 on Westfield Boulevard. The best solution may be another roundabout at Real Street (Marion County's jurisdiction) at Westfield Boulevard to allow for more fluid, uninterrupted vehicle flow.

The above described enhancement is most likely the best alternative when considering financial resources. However, if the funding could be obtained, the City would prefer a straight alignment over I-465, eliminating the need for the Real Street segment (see Alternative Alignment on the next page). Although this alignment would be more costly, it would better enhance east/west connectivity, and restore 96th Street to its original configuration prior to the construction of I-465.

Connect Pennsylvania Parkway to Westfield Boulevard: This linkage would likely help relieve traffic on 96th Street between College Avenue and Westfield Boulevard. The right-of-way for this street extension exists in some locations north of I-465. An alternate east/west connection is reestablishing the original alignment of 96th Street by building a new bridge over I-465.

Install Side Paths: There is an ever-increasing demand for bicycle and pedestrian facilities in Carmel. The 96th Street Corridor provides an opportunity for Side Paths to be added between the Monon Greenway and Keystone Parkway. With the Monon Greenway functioning at capacity at times, the 96th Street Corridor would provide (once Side Paths are installed on Keystone Parkway) a highly desirable circuit.

Maintain Residential Character: In the residential areas noted on the 96th Street Corridor Plan, the City should maintain a 2-lane configuration with residential sensitivity (e.g. minimize right-of-way impacts, and add street trees and Side Paths) for as long as possible. Based on the 96th Street Corridor Study (1999), the 2-lane configuration would result in congestion during some periods, but would be manageable up to the year 2020.

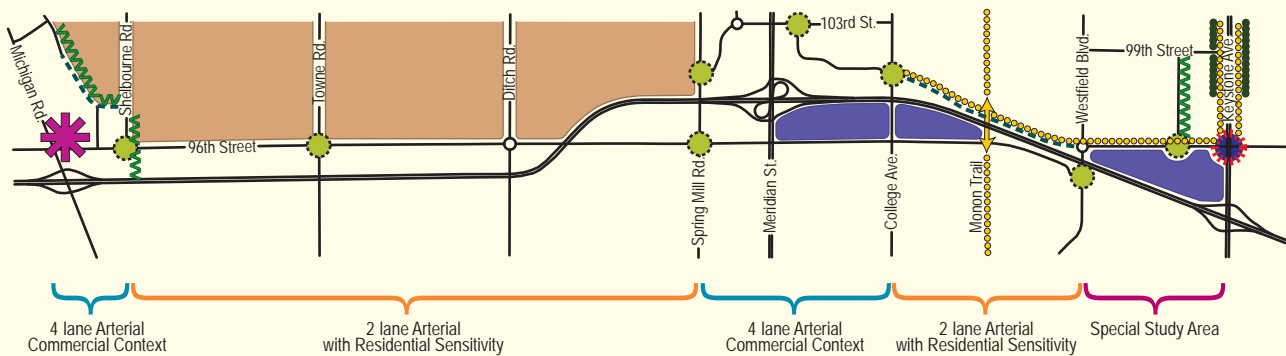
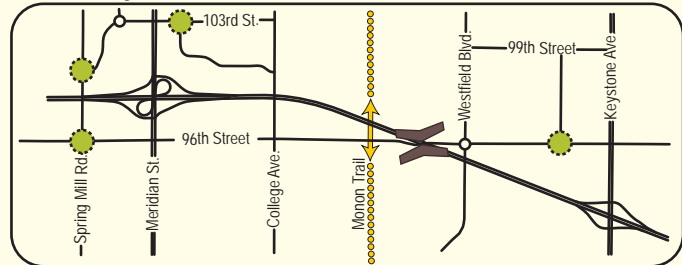
Design Guidelines

- Protect and enhance residential character in the street sections between Shelbourne Road and Spring Mill Road, and between College Avenue and Westfield Boulevard.
- Add Side Paths, especially along the north side of 96th Street.
- Sensitive transition between commercial and residential uses with vegetation, distance, screening and buffering land uses.

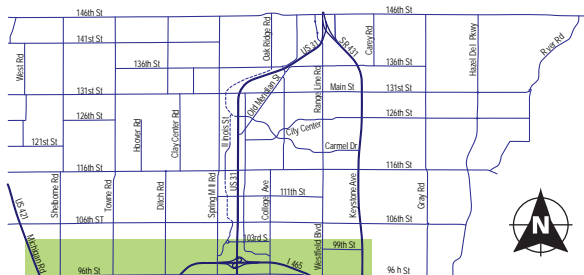
Because this corridor plan was completed in 1999, some influencing factors have changed.

96th Street Corridor Plan

Alternate Alignment of 96th Street over I-465



ORIENTATION MAP



MAP LEGEND

- | | | | |
|--|-------------------------------------|--|-----------------------------|
| | Roundabout Interchange | | Redevelopment Opportunity |
| | New Roundabout | | Preservation of Residential |
| | Separated Multi-Use Path | | Employment Area |
| | Grade-Separated Pedestrian Crossing | | Existing Street/Roundabout |
| | Preserve/Install Tree Canopy | | Proposed Street |
| | Sensitive Transition/Buffer | | |

CITY CENTER/OLD TOWN SUBAREA

Description

The City Center and Old Town nodes have been identified as a critical subarea because they:

- Collectively function as the City of Carmel's core downtown;
- Are going through substantial redevelopment; and
- Represent the City's economic and cultural vitality.

Downtowns are special places, and Carmel's is no exception. Historically, the downtown functioned as the primary location for commerce and pedestrian activity. Over time, commercial development on the outskirts diverted much of the vitality away from the downtown.

Carmel has recognized the importance of its downtown and is redeveloping several parcels and encouraging reinvestment. It is also striving to reintroduce many cultural activities and capacity to the district.

Architectural character, bicycle and pedestrian amenities, vitality anchors and connectivity will all be essential to its success. The City recognizes that any modern downtown must accommodate vehicles and will strive to include parking areas in discrete locations.

Critical Area Boundaries

The City Center and Old Town boundaries are depicted on the Orientation Map on the following page.

Strategy

Form-Based Regulatory Ordinance: The City of Carmel will draft and adopt a form-based code to regulate massing, scale, intensity, building orientation and site features required for new or redevelopment projects in the core. This form-based regulation should be accompanied by a detailed plan for the entire subarea.

The form-based code will replace the traditional zoning ordinance, and will not focus heavily on regulating land use.

Create a Pattern Book: Carmel will establish a "pattern" book to help developers and property owners better understand the desired architectural features within these nodes. As developments are proposed the City should require substantial compliance with the pattern book to ensure buildings fit the character goals for the district.

Enhance Connectivity: The historic grid system of local streets was not expanded as growth occurred in the downtown. Various developments over the years have become obstacles for proper connectivity in the downtown. As the district continues to be redeveloped and additional vehicular, bicycle and pedestrian traffic is realized, the need for additional connectivity will grow significantly. For this reason, the City will seek opportunities to expand the grid or to make new connections, especially with local streets.

Another essential connection is with the Monon Greenway.

The map on the opposite page demonstrates several potential linkages the City intends to install.

Assure a Bicycle and Pedestrian-Friendly Environment: Downtowns should be places where people feel comfortable and have a desire to be. Beyond the obvious need for bicycle and pedestrian amenities like benches, bicycle racks, interesting paving material, safe street crossings, and pedestrian-scale street lights, there are many other factors that make a person interested in being downtown. The most notable are the pedestrian interaction and street vitality.

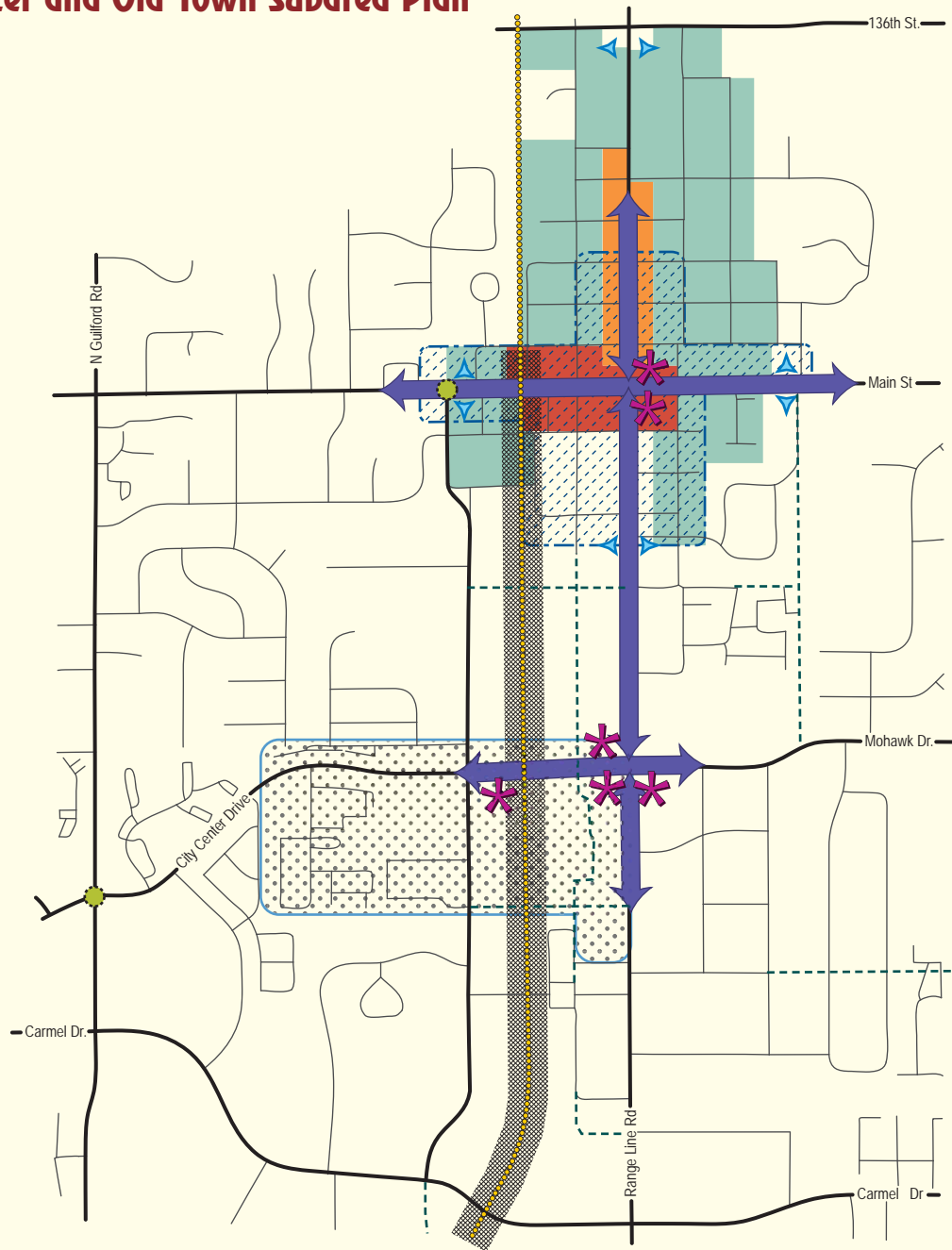
Restaurants with outdoor seating, retail storefronts with large windows, pocket parks or plazas, and other pedestrian-oriented destinations are all essential. Ground floor offices, some service businesses, and surface parking along the street edge often distract from the pedestrian environment and will be discouraged.

Signature Buildings: Carmel will work to achieve the construction of "signature" buildings at key locations in Old Town and City Center. These building sites are intended to establish character precedent for the district and to act as a catalyst for reinvestment and redevelopment. The proposed building sites for signature buildings are also prominent locations where a powerful architectural statement will have a positive impression on visitors. See the following illustration for proposed and existing signature building sites.

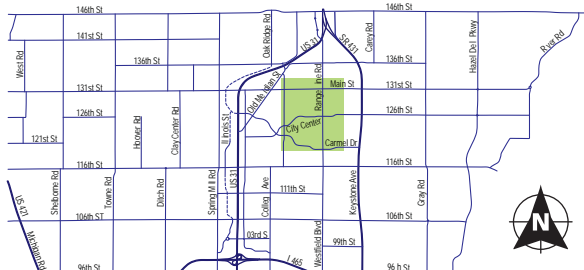
Design Guidelines

- Establish a "pattern" book to set the character goals for the district.
- Ensure safe environment for bicycles and pedestrians, especially at road and driveway crossings. A change in paving material is a preferred method to signal to drivers that they are in a pedestrian environment.
- Require ground floor elevations to have large transparent windows for inside/outside interaction.
- Require dedication of right-of-way for the expansion of the grid system of local streets.
- Encourage upper story residential or employment uses to support pedestrian vitality at the street level.

City Center and Old Town Subarea Plan



ORIENTATION MAP



MAP LEGEND

- Signature Building
- Pedestrian Oriented Design
- New Roundabout
- Separated Multi-Use Path
- Gateway Pylons
- Existing Major/Minor Street
- Proposed Street with Sidewalks
- Arts and Design District
- City Center
- Main Street Sub-Area
- Historic Range Line Road Sub-Area
- Character Sub-Area
- Monon Esplanade Improvement Area

OLD MERIDIAN SUBAREA

Description

The Old Meridian Subarea has been identified as a critical district because it:

- Is experiencing increased development pressure;
- Has a wide mix of land uses coming together in a small area;
- Has a significant portion of the land left undeveloped or underdeveloped;
- Is made up of a few permanent uses (e.g. St. Vincent's Carmel Hospital and Carmel Middle School) which require some sensitivity;
- Has a significant demand for businesses to serve the corporate corridor along U.S. 31; and
- Lacks a cohesive theme and unifying features.

The City of Carmel conducted a thorough market study of the Old Meridian Subarea followed by a detailed physical study (Old Meridian Task Force Report). The result of both efforts was a vision, physical development plan, and land use concept for the district.

The City has already improved Old Meridian Street into a four-lane boulevard with roundabouts at critical locations. The street improvements include a new landscaped median, curbs, and sidewalks.

Critical Area Boundaries

The Old Meridian Subarea boundaries are depicted on the Orientation Map on page 96.

Strategy

Old Meridian Street Boulevard: The City of Carmel upgraded Old Meridian Street into a boulevard with roundabouts at Pennsylvania Street, Grand Boulevard and Main Street. This project sets the character for the district, enhances bicycle and pedestrian access, and mitigates traffic.

Grand Boulevard and other Radial Boulevards: The City will build Grand Boulevard and other secondary boulevards in the locations depicted on the Old Meridian Subarea Plan. These radial boulevards will offer park-like medians to support bicycling and walking access to the Village area. They will also provide cross-circulation for vehicles and high quality settings for new development.

Secondary Street Network: As development occurs, secondary streets will need to be installed as depicted on the Old Meridian Subarea Plan. These streets are intended to provide additional connectivity instead of dead-end driveways serving a single development. They also provide an opportunity for buildings to face public streets with parking in the rear of the property.

Townhouse and Multifamily Uses: The Old Meridian Subarea Plan envisions both upscale and more moderate units within townhouses and multifamily developments. These residential developments are intended to be located along the new boulevards.

Office Development: Outside the central retail and residential areas, new office development is anticipated on the south end of the subarea. This office development is intended to be 2 to 5 stories, mostly fronting on Old Meridian Street.

Mixed Medical Development: The area north of Main Street and south of St. Vincent's Carmel Hospital is intended to facilitate the development, expansion and modernization of a major hospital complex or campus. It is also intended to include mixed uses that will support such a campus, including retail, restaurants, services, rehabilitation, and fitness facilities.

Mixed Use Village: The Old Meridian Village is intended to be a concentrated mixed-use development with upper-floor residential units. The Village will be a walkable atmosphere and will offer cafes and entertainment for residents and employees of nearby developments. Establishing a critical mass of retail uses is essential.

District Character: The City of Carmel will encourage an urban character similar to an old-fashioned village or Main Street. Buildings will primarily be designed to front on boulevards or secondary streets with vehicles de-emphasized by requiring parking in the rear of properties. Ground floor elevations will generally be transparent glass, and buildings will have distinct elevations with cornice lines with three-dimensional details.

Single-Family Attached Design Guidelines

- Residential units should provide a minimum of two off-street parking spaces, or one if on-street parking is ample.
- Off-street parking should be on a paved driveway or in an attached or detached enclosed garage.
- All parking should be accessed from the rear of the unit.
- All buildings should face a public street.



Large single-family homes with brick fronts, small yards and stoops are a good fit for the Single-Family Attached subdistrict.

- Developments exceeding 10 units should provide 15% of the land area as open space, landscaped for enjoyment by the residents.
- All local streets should accommodate on-street parking and sidewalks according to Old Meridian Subarea Plan.
- All units should be vertically separated, between 25 to 35 feet in width, and 2 ½ stories tall.
- Front facades should be clad in brick with three-dimensional details.
- Front doors should face the street and be 2 to 5 feet above sidewalk level.
- An articulated cornice should be provided where the top of the facade meets the roof.
- If desired, a “transparent” fence (e.g. wrought iron) should be allowed in the front yard.

Multifamily Attached Design Guidelines

- All units should provide a minimum of two off-street parking spaces, or one if on-street parking is ample.
- Surface parking or parking garages should not be adjacent to or face a public street.
- At least 75% of all buildings in a development should face a public street.
- Developments exceeding 10 units should provide 15% of the land area as open space, landscaped for enjoyment by the residents.



Row homes are a suitable fit for the Single-Family Attached subdistrict.

- Buildings facing public streets should have a build-to requirement, with facades being varied between 4 and 9 feet from the right-of-way. Off-street parking or driveways should not be permitted in the front setback.
- All local streets should accommodate on-street parking and sidewalks according to the Old Meridian Subarea Plan.
- Buildings should be a minimum of 28 feet tall and a maximum of 55 feet tall, except parking garages which cannot exceed 35 feet in height.
- All units should be accessible from both the front and back of the building.
- Front setbacks and courtyards should be finished with sidewalks and extensive landscaping.

- Use of balconies in the structure’s design.
- Courtyards may be fenced with wrought iron or metal fences that are no more than 5 feet tall.
- Freestanding signs should be prohibited. All identification, directional, or informational signs should be small and located on the building or integrated onto a fence.



Multifamily Attached development should face the street and have on-street parking to accommodate visitors.

Mixed Use Village Design Guidelines

- All ground floors should be retail, restaurant, or entertainment uses except for lobby or transitional areas to upper-floor residential units.
- Upper floors may be residential, office or commercial uses.
- Drive-through facilities should be prohibited.
- Parking should be provided at a 1 per 800 square feet ratio of gross area in the building.
- Parking should be on-site or within 200 feet of the site and shared parking will be considered; on-street parking is encouraged but is excluded from calculations of required spaces.
- All buildings should face the public street and at least one main entrance to each ground floor use shall be on the street side of the building.
- Curb cuts or parking lots should not be allowed on Old Meridian Street.
- The buildings should sit on the front property line, except for minor recessed areas (e.g. entrances).
- Pedestrian access to rear parking areas is encouraged and should be at least 8 feet wide.
- No single retail business should have more than 45 feet of frontage on Old Meridian Street.
- Buildings must be a minimum of two stories and a maximum of four stories, except parking garages which should not exceed three stories.
- Ground floor elevations should be a minimum of 80% transparent glass.
- Buildings should have a distinct cornice line at the top of the wall and have intermediate horizontal elements.
- The general proportion of the building should be vertical.
- The primary articulation of the building should be three-dimensional details rather than massing.
- In general, roofs should be flat or slightly sloped.

- Ground floor tenants should be allowed 1 ½ square feet of sign area per lineal foot of building frontage with a maximum of 32 square feet of sign area.
- Building signs should fit within the horizontal and vertical elements of the building and should not obscure the building's architectural details.
- Signs should be mounted perpendicular to the facade (blade signs) or flat-mounted on the facade.
- Signs should not extend above the height of the building, but they can be on awnings or painted in storefront windows or upper-floor windows. Signs on umbrellas or other product branding should be restricted.
- Retractable fabric awnings may be used, but cannot exceed the width of the windows or cover architectural details of the building.
- Individual tenants should strive for a unique graphic identity rather than be required to conform to a single standard.



Outdoor seating provides street vitality in Mixed-Use Village areas.

Village Office Design Guidelines

- Primary uses should be office related.
- A small percentage of floor area may be dedicated to small retail or restaurant uses.
- Drive-through facilities should be prohibited.
- Parking should be provided at a 1 per 600 square feet ratio of leasable area.
- All buildings should face the public street and at least one main entrance to each ground floor use should be on the street side of the building.
- Curb cuts or parking lots should not be allowed along Old Meridian Street.
- Buildings should be at least two stories, but no more than five stories in height.
- The maximum footprint of any single building should be 15,000 square feet and a minimum of 8,000 square feet.
- Buildings facing public streets shall have a build-to requirement, with facades being varied between 20 feet and 30 feet from the right-of-way. No off-street parking or driveways are permitted in the front setback.
- Buildings should be faced in brick, trimmed in metal, stone, precast concrete, wood, or stucco. Large expanses of glass should be permitted, but the structure should not be predominantly glass and metal (e.g. curtain wall construction). Concrete block should not be permitted.
- A single freestanding monument sign should be permitted in the front setback and be thoroughly landscaped around the base.
- An additional, appropriately scaled, wall sign should also be permitted, as per the City's ordinances.



Village Office architecture should fit the scale character of the Old Meridian Mixed-Use Village.

Mixed Medical Design Guidelines

- Primary uses should be inpatient and outpatient care facilities, medical offices, rehabilitation, physical fitness, long-term care, and related uses and support services.
- Up to 15% of the gross floor area may be dedicated to retail or restaurant uses that support the aforementioned uses.
- Drive-through facilities should be prohibited.
- Parking should be determined on a case-by-case basis due to the uniqueness of these land uses.
- All buildings should face the public street and at least one main entrance to each ground floor use should be on the street side of the building.
- Curb cuts or parking lots should not be allowed along Old Meridian Street.
- Buildings should be at least two stories, but no more than five stories in height; except hospitals which may be 10 stories.
- The minimum footprint of any single building should be 8,000 square feet and a general maximum of 20,000 square feet, excluding a hospital.
- Buildings facing public streets shall have a build-to requirement, with facades being varied between 20 feet and 30 feet from the right-of-way. No off-street parking or driveways are permitted in the front setback.
- Buildings should be faced in brick, trimmed in metal, stone, precast concrete, wood, or stucco. Large expanses of glass should be permitted, but the structure should not be predominantly glass and metal (e.g. curtain wall construction). Concrete block should not be permitted.
- Facades that are wider than 50 feet shall have offsets which divide the facade into meaningful sections such as tenant spaces or entryways.
- Wall or ground signs should also be permitted, as per the City's ordinances.

Special Use Design Guidelines

- Primary uses should be public institutions (e.g. places of worship or civic buildings).
- Commercial or office uses would also be fitting if the architecture is iconic and contributes to the overall profile of the corridor.
- Parking should be in line with other subdistricts, but will be determined on a case-by-case basis.
- Buildings should be oriented to face the roundabout and be set back 150 feet from the right-of-way.
- Buildings should have at least a 10,000 square foot building footprint.
- Buildings should be at least three stories, but no more than five stories, with the exception of certain architectural elements such as steeples, towers, etc.
- Buildings should be constructed of substantial materials consistent with an iconic and lasting structure.
- Substantial and attractive landscaping should be installed in the setback facing the roundabout.

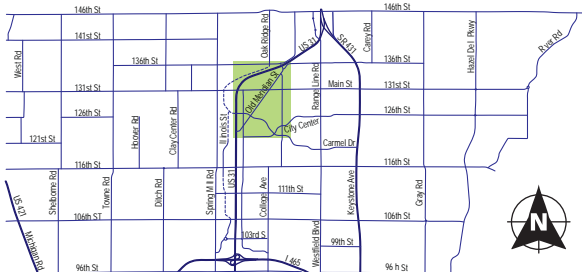


Buildings can be excellent focal points and landmarks at key locations.

Old Meridian Plan



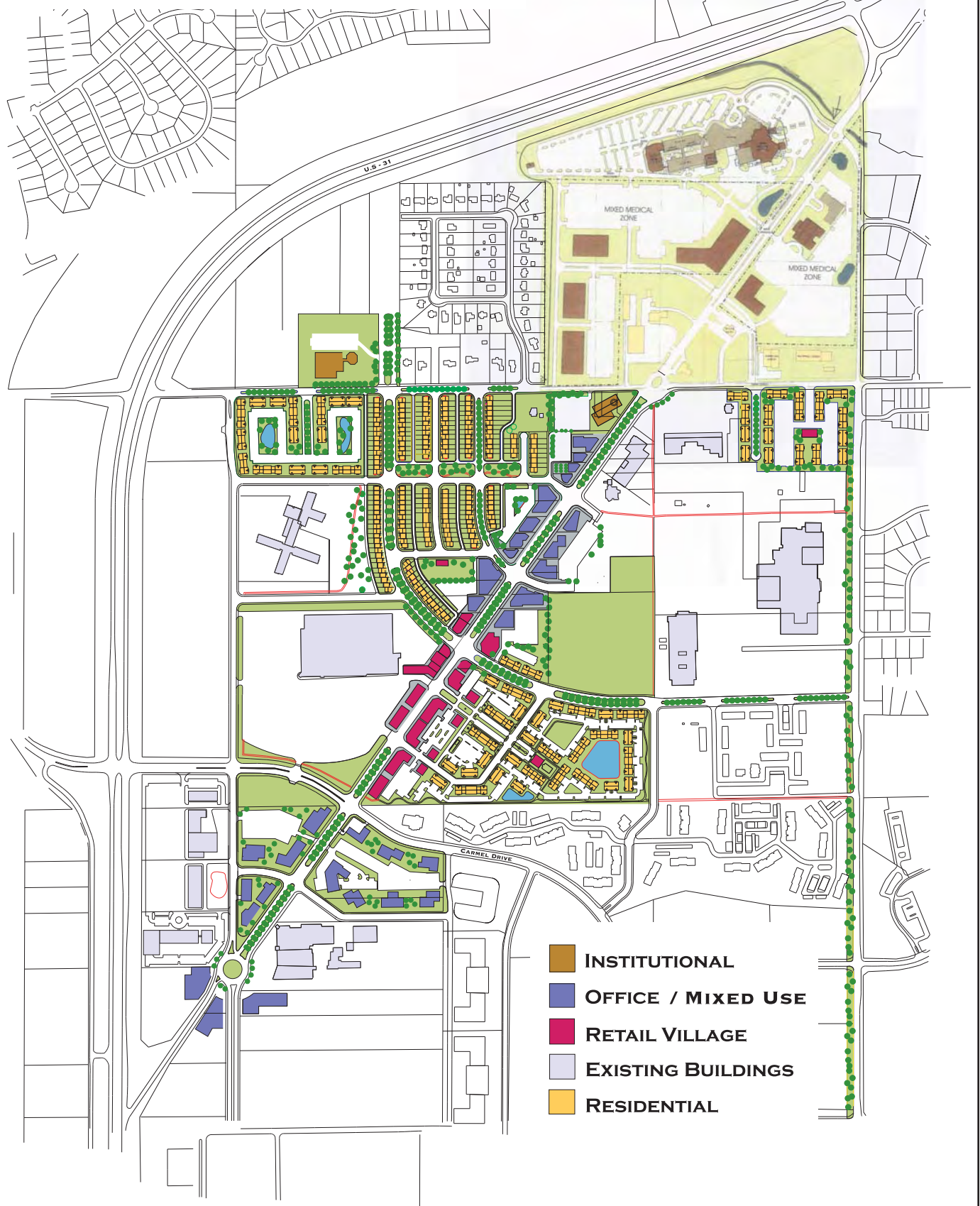
ORIENTATION MAP



MAP LEGEND

- | | | | |
|--|-----------------------------------|--|--------------------------------|
| | Roundabout Interchange w/Sidewalk | | Pedestrian Oriented Design |
| | Overpass w/ Sidewalk | | Tree Preservation |
| | New Roundabout | | Existing Street/Roundabout |
| | Separated Multi-Use Path | | Proposed Street with Sidewalks |
| | Signature Building | | |

OLD MERIDIAN SUBAREA DETAIL PLAN



HOME PLACE SUBAREA

Description

Home Place has been identified as a critical subarea because it:

- Is notably impacted by the evolution of the U.S. 31 and I-465 corridors; and
- Is experiencing redevelopment pressure.

Home Place is particularly important because it is recognized as a town-like enclave. Although it was never incorporated as a town or city, many residents in the area, especially long-time residents, desire to maintain Home Place's autonomy and identity.

Over recent years, Home Place has been under increasing redevelopment pressure. Sites along I-465 have been purchased and redeveloped into office uses and other sites like the Sunrise Golf Club are under increasing pressure to redevelop.

The Home Place Subarea is inclusive of Central Park, which will be one of the largest public parks in Carmel. This substantial investment will be a nice amenity for Home Place residents. It will likely also raise property values and desirability of the district.

Critical Area Boundaries

The Home Place boundaries are depicted on the Orientation Map on the following page.

Strategy

Connection between Pennsylvania Parkway and 96th Street:

The City of Carmel will work to connect Pennsylvania Parkway to the new roundabout at 96th Street and Westfield Boulevard. This connection is considered an essential connection, especially as U.S. 31 is upgraded to a freeway configuration.

A grade separated crossing with the Monon Greenway will be necessary. Multi-use paths will also be essential along the new street to provide access to the Monon Greenway and other destinations.

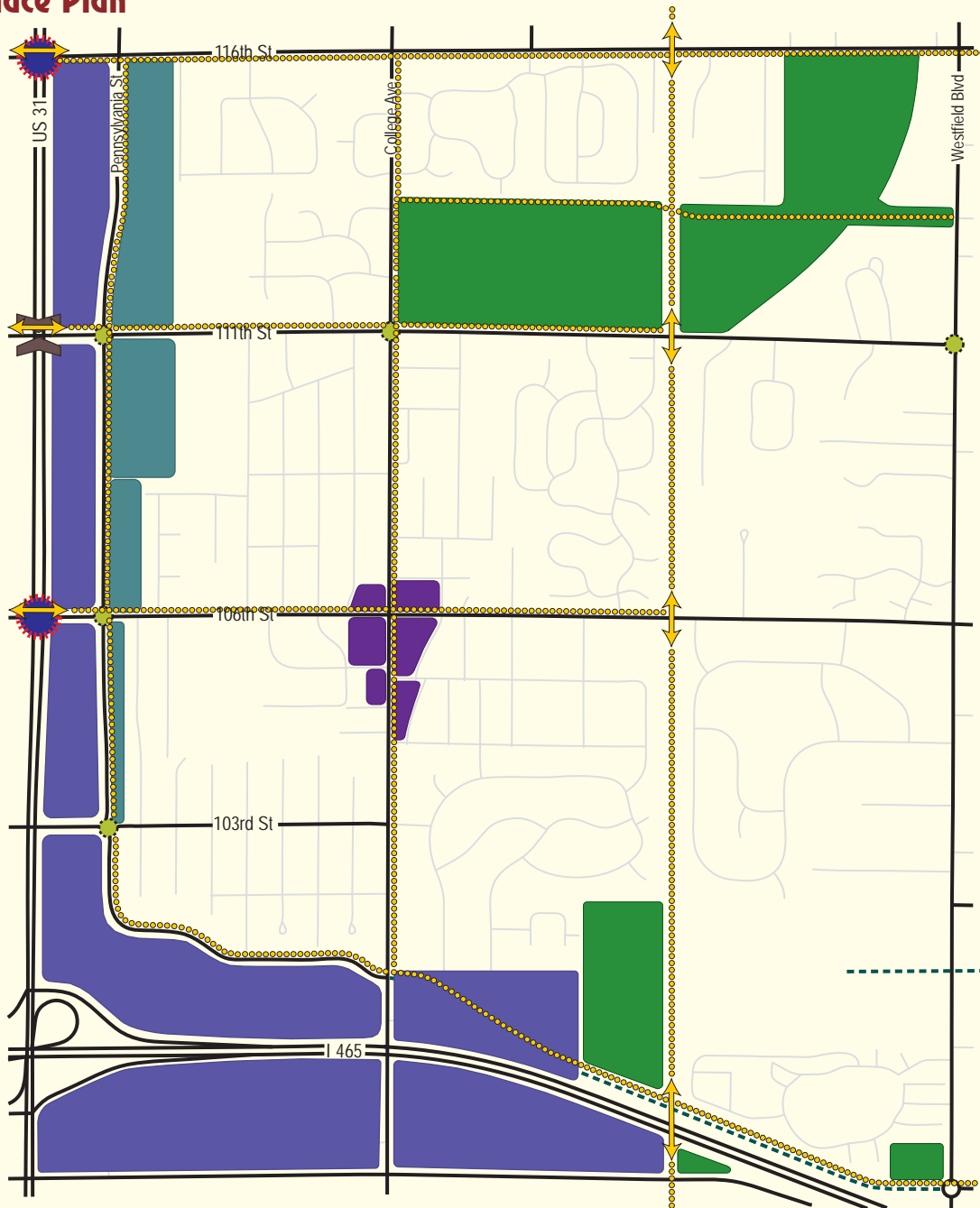
Promote a Neighborhood-Serving Commercial District: At the core of Home Place (College Avenue and 106th Street) is a commercial district that historically has been home to a grocery store, gas stations, offices, institutional uses and miscellaneous retail uses. The current uses do not function well as neighborhood-serving commercial and are not as bicycle- or pedestrian-friendly as they once were. The City of Carmel will work to encourage more mixed-use development that provides a more bicycle- and pedestrian-friendly environment and that provides goods and services to the residential community within walking distance.

Soften Transitions: As the U.S. 31 and I-465 develops with higher intensity uses, the Home Place residential community should be buffered through the use of transitional office uses. These transitional areas should have structures that are two or three stories in height and have roof designs that are similar to residential developments. Further, parking areas should be located away from residences and lighting should be designed to not trespass into residential areas.

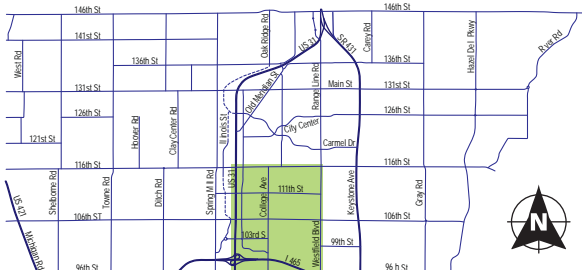
Design Guidelines

- Establish regulations to assure smooth transitions between high intensity office areas and residential areas.
- Ensure development and redevelopment of the Home Place core is comfortable and safe for bicycle and pedestrians.
- Require buildings in the core to be built to the front property line, have ground floor retail or office uses, and have large transparent windows at ground level.
- Encourage upper story residential or employment uses in the mixed-use core to support pedestrian vitality at the street level.
- Protect the lake and woodland west of the Monon Greenway and north of I-465 and encourage the use of the land as a park.
- Install grade-separated crossings where the Monon Greenway intersects with major roadways.

Home Place Plan



ORIENTATION MAP



MAP LEGEND

- | | | | |
|--|-------------------------------------|--|-----------------------------------|
| | Roundabout Interchange w/Sidewalk | | Mixed Use Center |
| | Overpass w/ Sidewalk | | 6 to 10 Story Employment Corridor |
| | New Roundabout | | Office Transition |
| | Separated Multi-Use Path | | Park and Recreation |
| | Grade Separated Pedestrian Crossing | | Existing Street/Roundabout |
| | Proposed Street with Sidewalk | | |

